

Industry Meeting: **SC-186 WG4 ASSAP MOPS**

<u>No.</u>	<u>Item</u>	<u>Assignee</u>	<u>Date Due</u>	<u>Open / Closed</u>	<u>Comments</u>	<u>Solution</u>
1	The location of databases/surface map is not focused on in DO-272A, DO-257, OSCD, or ASAS MASPS. This concern is to be conveyed to the CDTI working group .	Bill ???		Open	The following was discussed at Group Meeting #2. The airport surface maps are external to the ASA system boundaries as defined in the MASPS. Bill volunteered to verify if ASSAP has to consider database input requirements for ASSA and FAROA.	
2	ACSS has an action to verify the use and origin, either ASSAP or CDTI, of the tag / cross reference flag with the CDTI group.	Tom Eich	Next Telecon	Open	Coordinate with the CDTI group on this issue	
3	Develop/discuss filtering constraints (e.g., number, range, altitude, vertical height) as relate to the LA Basin 2020 scenario and projected traffic densities. Note: Neither Mike Castle (APL) or Larry Bachman (APL) were in attendance. The individuals were volunteered without their knowledge or consent.	Tom Eich	14-Jun-06	Open	This issue was discussed at Group Meeting #2. No conclusions were made. Action items were created related to this issue.	
4	Determine the minimum number of tracks ASSAP will be required to send to the CDTI. The MASPS specified the CDTI will support a minimum of 30 tracks	Tom Eich	14-Jun-06	Closed	The following was discussed at Group Meeting #2. The group agreed that a minimum of 60 is a good starting point.	
5	Provide a white paper which discusses processing options related to the selection of ADS-B/TCAS tracks for tracks pairs that spatially correlate, do not spatially correlate. Scenarios to discuss the advantages/disadvantages of displaying TCAS/ADS-B, the advantage/disadvantages of providing ASA applications the ASAS track if not correlated with TCAS.	Tom Eich	14-Jun-06	Open	The following was discussed at Group Meeting #2. All agreed that when integrated with a TCAS system, you need to verify that the ADS-B track does not compromise the intended safety of the TCAS system. A spatial window was proposed. More discussion is needed on this issue.	
6	Assemble a proposal/strawman related to track selection based on SIL and NAC.	Joel Wichgers	14-Jun-06	Closed	During Group Meeting #2, the group agreed that this proposal is a good start and will have to be further analyzed when the applications are further addressed.	
7	Identify any inconsistencies and/or traceability problems between documents sources as they relate to ACL/TQL	All	14-Jun-06	Closed	During Group Meeting #2, the group agreed that TQL and ACL are not required until the advanced applications are addressed.	
8	Determine where the report consolidation/selection is to occur (ADSB/TISB Receive Subsystem/ ASSAP) when a system has the ability to receive an A/V report from multiple mediums (1090ES, UAT, VDL-4).	Roxaneh Chamlou	14-Jun-06	Open		

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9	Due to time limitations the presentation was not completed. Slide 35 identified Latency/Performance Issues which are to be reviewed by the next ASSAP meeting in June. <ul style="list-style-type: none"> • Latency for the combination of ASSAP and the CDTI shall (R3.210) be less than 400 ms for targets that are used by coupled applications, targets against which there is an alert, and the 10 highest priority targets. • Latency for the combination of ASSAP and the CDTI shall (R3.210) be less than 1 second for targets which are not intended for coupled applications, have no active alerts, and are not included in the highest 10 priority targets. • Track estimation shall (R3.188) extrapolate all established tracks to a common time within one-second of delivery to ASA applications or the CDTI interface. • The tracking function shall (R3.178) terminate a track when the maximum coast interval has been exceeded for all of the applications for which the track is potentially being used. • The maximum latency of the navigation data outputs to the ASA system will be less than 2 seconds (ASA MASPS, Page 144) • Selected App, Selected Target, flight crew selections, etc. • TCAS availability when ASSAP is failed? 	Jonathan Hammer & Joel Wichgers will Assist	14-Jun-06	Closed	R3.210 is open for modification in the ASA MASPS. An issue paper is needed to change these values since they are shall requirements in the ASA MASPS.	
10	Determine NASA involvement and/or availability related to the validation of requirements.	Sheila Conway		Open		
11	Distribute revised ASSAP MOPS development schedule.	Roxaneh Chamlou		Closed	Distributed by Roxaneh via E-Mail	
12	Distribute revised ASSAP MOPS document outline.	Roxaneh Chamlou		Closed	Distributed by Roxaneh via E-Mail	
13	Determine the tracking capacity based on supporting the ASA applications. The CD application desires 90 NM.	Tom Eich	14-Jun-06	Open	This issue was discussed at Group Meeting #2. No conclusions were made. Action items were	
14	Which applications are included in this version of ASSAP?	All	14-Jun-06	Closed	During Group Meeting #2, The group agreed to focus on the first 5 applications and consider other applications such as the advanced applications once they are further defined.	
15	How do we define the minimum requirements for Application Processing?	Don Walker	14-Jun-06	Open		
16	Is the selection of an application external to the ASSAP?	All	14-Jun-06	Open		
17	Is the ICAO address received via 1090 MHz unique?	All	14-Jun-06	Open	The following was discussed at Group Meeting #2. Action items were assigned to assess the probability and safety implications of this issue. This issue has also been brought up to plenary. For now, ASSAP will assume that all addresses are unique for ADS-B and TCAS tracks.	
18	When is a TCAS symbol shown on the CDTI?	All	14-Jun-06	Open		
19	Do we need to compensate for TIS-B latency?	All	14-Jun-06	Open		
20	What level of validation is required for ASSAP?	All	14-Jun-06	Open		
21	Duplicate address issue. Provide some probability estimates regarding two or more aircraft having the same address in the same vicinity.	Bill Thedford		Open	Ref AI#17	

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